

11-10-1943

## UA64/25/5/3 Open Post, Vol. 1, No. 9

321st Detachment

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### Recommended Citation

321st Detachment, "UA64/25/5/3 Open Post, Vol. 1, No. 9" (1943). *Student Organizations*. Paper 23.  
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# The Open Post

Volume I

Bowling Green, Ky., Wednesday, November 10, 1943

Number 9

## A-S Mauries Is Appointed Student Major

A/S Mauries was appointed from Group Adjutant to replace A/S Langlois who was relieved of his duties Oct. 8.

A/S Stepper was appointed Group Adjutant from Captain of "E" Squadron. The new "E" Captain has not yet been appointed.

A/S J. A. Langlois, former lieutenant of Squadron D, was appointed Student Major Friday, October 15th to replace A/S Chaffin of the departing squadron "E" in the position of the number one student officer of the post.

Named by Lt. Collins and the old staff, as assistants to Major Langlois on the new staff were: Student Adjutants, A/S C. J. Mauries; Student Supply Officer, A/S R. C. Rabold; and Student Sergeant-Major A/S H. T. Ennis.

The newly appointed staff will remain at helm of the 321 College Training Detachment for approximately one month.

Major Langlois has been in the service approximately four years. The major held the rank of Sergeant in the regular Army and previous to his joining the Army he was an iron-miner. He hopes to become a pilot. When he refers to the type of plane he would like to fly he says "the bigger the better."

The adjutant, Captain Mauries, has been in the Army ten months, but he held the rank of sergeant before he came to the 321st. He was a student at Cornell University before entering the Army studying chemical engineering. A/S Mauries has high hopes of having a "Fort" to fly over Tokyo.

A/S R. C. Rabold, S-4, is another previous serviceman. He held the rank of sergeant prior to coming here. Unlike the other members of the Staff, A/S Rabold is looking toward the "hot ships" and hopes to handle a P-51 some day.

Sergeant-Major Ennis, former captain of squadron "D", has been an Army man for over two years, he held the rank of technical sergeant. He was an aerial-engineer on a B-25 and hopes to fly one himself.

Squadron officers are listed in order:

### Squadron "E"

Captain:

Second in Command: A/S C. W. Cartwright.

Flight Lieutenant First Flight: A/S J. Teat.

Flight Lieutenant Second Flight: A/S A. Stoff.

First Sergeant: A/S O. A. Perkins.

### Squadron "D"

Captain: A/S S. D. Abrahamian.

Second in Command: A/S R. C. Ashley.

Flight Lieutenant First Flight: A/S W. S. Adams.

Flight Lieutenant Second Flight: A/S F. W. Barnes.

First Sergeant: A/S K. Dawson

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## "Open Post" Staff States Policy

Commencing with this issue, the "Open Post" is under the supervision of an almost completely new staff. This change is due to the advancement of squadrons.

Heading the new staff is A/S James Doyle as editor-in-chief and assisted by two associate editors, A/S Claude Dierolf and A/S Robert Buehner, all of squadron "D". All of these men have had considerable experience on college newspapers previous to their induction into the army.

The former editor, A/S Vernon Arnt and his assistant, A/S Robert Conradi are now at Nashville awaiting their classification examinations. Other members of the previous staff who are with them are aviation students Howard Underberger, John Bell, Robert Cole, Howard Stitzer, and Charles Beeman. The "Open Post" keenly feels the loss of these men and their leadership and wishes them success.

In addition to the editors, several new men from squadron "B" and "C" have been added to the staff. They include aviation students Joseph Adamski, squadron "D", Francis Engle, George Douglass, Peter Dunham, and C. H. Egerton of squadron "C", and Donald Nelson of squadron "B".

Since its inception, the policy of the "Open Post" has been to print all the news about the aviation students here at Western and also, all the news and features that aviation students are interested in; therefore, the "Open Post" invites contributions from everyone who feels that he may have some bit of information or news that would be of interest to other aviation students. Despite the fact that the men here at Western live in close contact with each other, few of them have time to become acquainted with members of other squadrons.

To alleviate this situation, a new column is being planned to include personal items about the men in each squadron. However, such a feature can only be successful through the cooperation of all the men.

It will be noted that this new staff does include a sports editor, but since basketball has been banned by the Army Air Corps there is little or no sports news that directly pertains to the men here. However, there will be sport news of some form in each issue.

The staff hopes that its addition of cartoons will prove entertaining. These cartoons appear in practically every army newspaper printed and are designed especially for masculine taste. They will become permanent features of the "Open Post."

In the past it has been the practice for members of squadron "E" to hold all editing positions on the paper. But this has caused delay in publication due to the fact that the new staff has had little experience. To correct this, the staff is trying to find students from squadron "A" who have had some journalistic experience and train them so that publication of the paper will be regular and continuous.

## Soldier Of The Week

October 16, 1943.

Another "old soldier" of fifteen months, Michael A. Stephano, a native of St. Paul, Minnesota. Before entering the army, he worked for the International Harvester Company in St. Paul.

He was a maintenance sergeant before entering the aviation student corps. He holds the distinction of being the first student in the new squadron to be voted "soldier of the week." He hopes to be a pilot of a hot little ship like a P-47. He's off to a good start.

October 30, 1943

Samuel W. Barrick of Squadron "D" was voted soldier of the week last Saturday, October 30. He is from Woodsboro, Md., which he left a little over three months ago to enter the Army Air Forces. He dreams of flying one of the B-26's he built at the Martin Bomber Plant in Baltimore.

EVERY PAY DAY

BUY WAR BONDS

## A.S.T.P. Men Take Courses At Western

Twenty-five former students of Western, who are now enlisted men in the Army, have been returned to Western to continue their college training under the Army Specialized Training Program. These men are former 1st Year Advanced Course Reserve Officers' Training Corps cadets who were called to active duty to take basic training before going to an Officers' Candidate School. They are attached to the 3505th Service Unit.

Since all Officers' Candidate Schools have been curtailed, it has been impossible to place these men in an appropriate school. Therefore they have been sent back to the school where they received their former training to await vacancies in O.C.S.

One of the trainees is classified as a language student, two are classified as electrical engineering students, two as chemical engineering students, and the re-

(Continued on Page Four)

## Lt. Alfred Collins Returns To Detachment Full Of Ideas

### "Esprit De Corps" Is Keynote Of Changes Introduced By Plans And Training Officer

Esprit de Corps! Pride in your own outfit! This is what Lt. Alfred M. Collins has been attempting to instill in the members of 321 College Training Detachment the past few weeks.



Lt. Alfred M. Collins

## "Caydets" Play For Friday Night Dance

Starting what might very probably turn out to be a weekly affair on the Hill, the "Caydets" on Friday night, October 29, played for a large group of students and co-eds. The music was good. The tunes ranged from "Night Train to Memphis" to such old favorites as "Star Dust" and "Night and Day."

Although there were no decorations on the walls of the gym, some of our more talented dancers gave an interesting floorshow. It is a strange combination when one mixes Kentucky swing with a Harlem Lindy, and the effect is startling. How some of the co-eds survived the evening is a puzzle, but they seemed to enjoy themselves.

## Saturday Reviews Are Now Colorful

Recent innovations have changed the rather drab Saturday afternoon inspections of the past into a colorful spectacle.

No longer do the squadrons pass in review in columns, stand in inspection, and then return to the barracks.

Snap and precision are apparent in all the maneuvers and are caused to some extent by the use of band music, but are also brought about by the added features.

The new order calls for the squadrons to assemble on the field, salute the commanding of-

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Lt. Collins returned to the post several weeks ago, after spending six weeks at Randolph Field, filled with enthusiasm and new ideas for his position as Plans and Training Officer.

Shortly after his return the lieutenant called a meeting of the entire detachment and told the aviation students exactly what was expected of them on this post. He further elaborated his ideas at several "bull sessions" held with the students in their barracks.

Lt. Collins maintains that discipline in the air can only be had, if one has learned discipline on the ground. Therefore on this post the discipline will be rigid but fair.

Discipline is largely upheld by the "gig" system. However, each man should cooperate with his fellow students to see that as few gigs as possible are received. If you see that a man has forgotten his name tag, remind him to get it. If you notice a handkerchief sticking out, tell the owner to push it down. Every man should do more than his share to see that the members of the detachment are "on the ball."

When talking to a reporter of the Open Post, Lt. Collins stated that he had seen definite improvements, especially in the matter of the dormitories. However, he added, improvement must still be made and several ideas he has to make this a better post are these.

The Military Triad has been issued to all the members of the post. Each man should read his copy thoroughly, so that he is familiar with all the information that has been set forth in that pamphlet.

Our honor code will be enforced. An honor code that is memorized by the students but disregarded in actuality is worthless. From now on the honor council will try the case of any man who violates the code, and the decisions handed down by the council will be strictly enforced.

The personal appearance of many of the aviation students is not as good as it might be. Finger nails will be short and clean. Haircuts will be G. I.

Each section marcher has received a copy of the section marcher rules. Although some of these rules haven't been adhered to recently, they will be followed out to the letter in the future.

Lt. Collins also intends to introduce a new pass system. When an aviation student comes to this detachment, he will receive a permanent pass. These passes will be kept in the office. All demerit sheets will be kept in the office. When a man is eligible for open post, his squadron captain will receive his pass. At the duration of the open post the pass

(Continued on Page Four)



# The Open Post

321st A. A. F. C. T. D. Newspaper

Commanding Officer: Lt. George S. Updegraff

Adjutant: Lt. Allan E. Hadley

Public Relations Officer: Lt. Alfred M. Collins

## EDITING STAFF

Editor in Chief..... A/S James A. Doyle  
Associate Editors..... A/S Robert W. Buehner  
Staff..... A/S Claude E. Dierolf  
A/S Lemuel T. Brown  
A/S George W. Douglass  
A/S Francis Engel  
A/S Joseph A. Adamaski  
A/S Donald L. Nuttler  
A/S Donald E. Nelson  
A/S Clinton H. Egerton  
A/S Peter Dunham

This is not an official War Department publication and no article should be construed as representing the opinion of the War Department.

## Welcome, Squadrons "A", "B", And "C"

Welcome to the 321 College Training Detachment, squadrons "A", "B" and "C". You probably feel like old timers by now, but this is the first issue of the Open Post, since your arrival to this detachment. Therefore, we of "D" and "E" squadrons, take this opportunity to publicly welcome you to "the Hill."

Some of you are pre-service men. Some of you have been in the Army a few months. However, whether you are a non-com or a recruit, there is much here for you to learn. It is largely up to you just how much benefit you receive from the months you spend at this college.

Although you are now the junior squadrons of the post, in a short time you will be the squadrons that are looked up to by the new arrivals. Start to act now as examples to the men who are coming after you.

## A Boy Died Last Night

A boy died last night. It doesn't make much difference now about his name. The important thing is that he died in poignant and awful loneliness, out somewhere on a waste of sand, out in a starless silence, ten thousand miles from home.

"Missing In Action," read an obscure line in this morning's communique. That was all. Now he lies there, crumpled beside the twisted wreckage of his plane, riding high in the sunlit heavens. The fine head and the shining face and the broad shoulders remain only in a picture that looks out upon a quiet living room on a shaded street an eternity away.

Last night, in those agonizing hours of unspeakable isolation, he went through a thousand deaths without the one thing that might have helped a little—the sound of a familiar voice, the pat of a friendly hand.

The pain was terrible enough. But there was that dreadful burden of thought in those endless last hours. Mom and Pop. The flowers blooming again there in the backyard. The good old roadster in the driveway. The last sweetheart kiss at the station. Those dances last summer. That half-finished letter in his blouse. All those plans for the future. Couldn't somebody find him, please?

Too much for you, all this? But it really happened last night, just like that. If people could only understand it, if they could just grind deep into their thinking the stark, terrible reality of it, every petty, selfish interest would be swept away. They would sacrifice anything just to make themselves worthy of that thing needed, take away every last penny of profit, render uncertain every commonplace comfort, and easy security just to avenge that boy.

He died last night, you see. There's no getting around that. —Louisville Courier-Journal.

## Fly Safely, "E" Classmen!

Members of the Detachment, all of you are going to be "E" Class members and are going to put in 10 hours in a dual controlled trainer at the airport. This flying is going to be the first for a lot of you and is more important than many of you realize.

First you will be assigned to flights. The squadron will be divided into 4 flights of 20 men each. The first day at the airport you will be taught the flight pattern and the simple ground rules. You will be required to know this pattern and ground rules at all times and too much emphasis can't be put on learning that the first day. You will be so busy from then on you won't get much time to learn it.

You will be told how to handle your parachute and be sure to adhere to these rules carefully. Your life depends on your chute and and your care of it.

Be careful of your ship and watch out for other planes. A spinning prop is a very dangerous instrument.

All accidents can be avoided. So far our record is perfect. Be careful fellows and let's keep it that way.

D. R. G.

## A Salute To Our Comrades Of The Merchant Marines

This is the first in a series of articles about fellow comrades at arms. In this article the men of the Merchant Marine are the comrades to whom I refer. For these men who go to sea in ships are far more deserving of praise for their valor than they are given. It is only within the last few months that the American public has come to realize what we of the armed forces have always known—that the Merchant Marine is as indispensable to the war effort as any other branch.

For the Merchant Marine is the lifeline across the seas for all United Nations. It is they who carry the guns, ammunition,

gasoline and food which are distributed to the armed forces of the Allied Nations to push forward the fight for Victory. Nor must we forget the medical supplies carried, which serve friend and foe alike.

The Merchant Marine is not a fighting unit as can readily be seen. At best they are supplied with but few guns and well-trained gun crews furnished by the regular Navy. But these weapons are extremely inadequate against torpedo planes and submarines! The odds against a man in the merchant marine service are indeed high.

To make what I say a little more vivid let me tell you the story of one such group of men and their ship.

She was a proud and gallant lady, the S.S.—, as she sailed out of the harbor with a cargo of aviation gasoline. She was bound for England by an out of the way route in an effort to avoid trouble with submarines, because England needed that gasoline badly. She was being severely "blitzed" by her enemies, and her only protection was her fighter planes. The men of the S. S.— knew only too well that in the general direction in which they were heading lurked a "Wolf pack" which earlier had shelled shore installations. Moreover these "pigs" had sunk five ships within a very short space of time. Yes, it is hard to believe that these men actually joked as they sat at mess or went about their daily jobs.

For two days she followed her zigzag course toward her destination, but in spite of her caution ran head-on into the remnants of the "Wolf pack." Without warning she was struck amidships on the starboard side and the torpedo explosion turned her proud structure into a mass of twisted, flaming steel. The cargo of gasoline exploded, shooting out in all directions until the water for a quarter of a mile around was a sea of flames. The ship splattered as if she had run aground, then the boiler burst, heaving up her after quarters and scalding everything within reach. The few men remaining alive by this time were faced with but one idea—to escape from that blazing inferno and reach the safety of clear water beyond. Some of the men managed to swim through that seething hell and reach bits of wreckage to which they could cling until they were finally picked up by another ship.

Of a 49 man crew, nine were found and returned to port. Later, one of these died as the result of burns. The remaining eight, after they had had a few days in which to recover, sailed again, once more stretching the lifeline across the seas to our men.

Such stories as these are not uncommon in the Merchant Marine. Such courage is to be found if one reads between the lines of the terse announcements released by the Navy "The S. S.— sunk off—. Seven of the crew picked up." But the Navy announcement fails to add that the heroic living returned to duty just as soon as they were able.

## Disabled G. J's To Get Post War Employment Aid

By Camp Newspaper Service

Worthy disabled soldiers who cannot pursue their prewar profession as result of injuries suffered in the line of duty may receive training for post war jobs under the Veterans' Vocational Rehabilitation Act which was passed by Congress last March.

As a result of the program veterans who wear the scars of war may come back to a better job than the one they left behind.

Under the Act certain veterans may have all expenses paid for training in a profession or an industrial or farming job.

Suppose you drove a truck before the war. An injury suffered in the line of duty makes it impossible for you to resume this type of work, so the Government decides what your other capabilities are, sends you to school which develops them.

There are four conditions you must meet before you may become eligible for this training. First, you must have been in the active military or naval service any time after Dec. 6, 1941 and during the present war and, second you must have an honorable discharge. Third, you must have a disability incurred or aggravated by the service. Fourth, you must be in need of vocational rehabilitation to overcome the handicap of your disability.

Now, suppose you received an injury that entitles you to the regular disability pension paid by the Government but doesn't prevent you from doing the job you did before you went into service. In that case, you are not entitled to vocational rehabilitation.

If you are eligible for training, you will get an early opportunity to learn a new trade and you'll be paid while learning it. Unmarried men will receive \$30 a month; married men will get \$90 a month and \$5 a month additional for each child. There is also an allowance of \$10 a month for each dependant parent.

When you have finished your training the Veterans' Administration will try to place you in a job. With the aid of the U. S. Employment Service and other agencies you'll have a good chance of landing in a spot you're fitted for—fully rehabilitated and ready to work.

## Daffy-Nitions

The writer has noted, with utter dismay, the comparative ignorance of our new comers to the phraseology of the Air Force. Inasmuch as our brother fighters, the Army, Navy and Marines have an extremely picturesque vocabulary, sometimes printable, mostly otherwise, I will attempt to define some of our terms which do not scorch the type-setter's eyes.

Bear in mind that this list is in no way complete, for very obvious reasons. To obtain additional education along these lines, you are advised to visit Squadron "D" or "E's" quarters, whereupon you will add many enlightening terms.

The "Hill"—that elevation you stagger up to every Saturday night.

Open post—something we all strive for but which "E" class always gets

S-4—321's unit of the Salvation Army.

T. S.—Air corps version of "Tell it to the Marines."

C. Q.—Short for go Crazy Quickly.

On the ball—what you're told to be on after you receive a gig.

Sack time—something we don't have at 321 C.T.D.

Barracks bag—something you shouldn't call your girl friend.

P. T. (Punishment Tour)—The horrible aftermath of a gigo-maniac's spree.

Sheet detail—Company punishment a-la Mahatma Gandhi.

Hot pilot—any jitterbug handling (or mishandling) a plane.

F. O.—The usual term applied to the sly individual who can shirk his duties without being apprehended.

Dodo—an aviation student who has not yet sprouted wings.

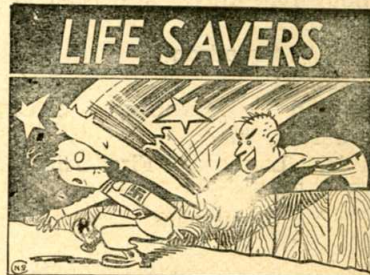
Flight detail—a bus ride, a spin, and the loss of a good meal.

## THE INQUIRING LINE

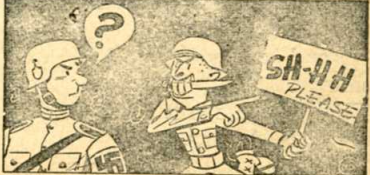
By Camp Newspaper Service

Q. What is the permanent Army rank of Gen. Dwight D. (Ike) Eisenhower?

A. President Roosevelt recently announced the designation of Gen. Eisenhower as a permanent Major General in the Army. Gen. Eisenhower now holds the temporary rank of full General. Permanent ranks are those which were held by Army personnel prior to Oct. 1, 1940, and most promotions after that date are temporary. Gen. Eisenhower had received a previous permanent promotion to Colonel, his rank prior to Oct. 1, 1940, having been Lieutenant Colonel.



A BLACKJACK, bayonet, trench knife, wood club, and a garrote are the effective silent weapons of a scout's arsenal.



WHEN IT becomes necessary for a scout to kill he should do so quietly so as not to attract the attention of other enemy units.



## Sports Shorts

When there's nothing boiling on the old Hot Stove, a guy can always tell a Lefty Gomez yarn. Like, for instance, when Lefty hit a triple one day while the Yankees were playing the Browns. Pulling up at the far turn, Gomez suggested to Coach Art Fletcher that he be permitted to steal home.

"Steal home?" cried Fletcher, a horrified look crossing his face. "It took you ten years in this league to get as far as third and now you want to spoil it."

Babe Ruth had one great superstition. He wouldn't play a game unless he first gave himself a treatment with some pet eye lotion he always kept in his locker. One day Tony Lazzeri swiped the bottle, dumped the stuff down the drain and refilled the jug with plain water.

The Babe came in a few minutes later and doused his eyes. Lazzeri was watching him.

"Is that stuff any good?" said Lazzeri.

"It's great," said the Babe.

Lazzeri took the bottle, poured some of the stuff in his palm and tasted it. Ruth looked at him goggle-eyed.

"Are you crazy?" he yelled. "You'll poison yourself."

But Tony said it didn't taste bad at all and to prove it he tilted the bottle up to his lips and drained the whole jug. The Babe almost dropped dead. He never did find out that Tony was drinking plain water.

GIs in Britain recently entertained the native population with a good old fashioned American rodeo. The British who had never seen anything like that before, thought the show was a corker. And once—when a steer refused to leave his pen—the fans got pretty excited. "Run the blooming thing out and chop him up for Spam," they cried.

Yanks in Honolulu have taken up a sport called barefoot football. It's a native game, played like the American variety with one interesting exception. No one wears shoes. Stout Steve Owen, coach of the New York Football Giants, who is always on the lookout for talent, is tracking down rumors that the Hawaiians have developed a great barefoot passer who can sling a ball with his foot as far as Sammy Baugh can wing them with his good right arm. After the war Steve says he's going to get a toe hold on the fellow.

It should be a pleasure to play football for Bell Township high school at Salina, Pa., this fall. Coach of the team there is Miss Pauline Rugh, young, blonde, and much better looking than Wallace Wade or Lou Little.

Released from the Army because of his height, Big Clint Wagner, six foot six inch Chicago Cardinal end, literally knocked himself cold upon his return to professional football warfare.

Drawing his foot back for a punt in a practice game, Wagner missed the ball and kicked himself in the head with his knee. Doctors said he suffered a minor concussion of the brain.

## Press Box Jottings

This year's Army-Navy football classic is not going to be held in Philadelphia's Municipal Stadium as in pre-war days. An order from the White House decreed that it shall be played at West Point, N. Y. before a restricted clientele of approximately 15,000 fans.

Colonel Paul D. Bunker, who was an All-American on the 1901 and 1902 West Point teams, died September 7 in a Japanese prison camp. Walter Camp named Colonel Bunker to his 1901 and 1902 All-American teams as tackle and half-back respectively. He was captured by the Japs at Corregidor and was a prisoner until the time of his death.

### "WHIZZER" WHITE IN NAVY

Lt. (J. G.) Byron Raymond (Whizzer) White is now in the Navy and stationed at a motor torpedo boat base in the New Georgia Islands. White was a former All-American back at the University of Colorado. Later he studied law at Oxford University as a Rhodes scholar, and at Yale University, but he ended up playing professional football.

### VILLANOVA STAR OF ARMY TEAM

Corp. John Mellus, former Villanova star, is the backbone of the football team at Camp Davis, N. C. He was named All-American tackle in 1935 and later played with the New York Giants.

### RECORD BREAKER IN AIR CORPS

The holder of the world's record for the 400-meter run is now the weather officer at the Tuskegee, Alabama Army Air Field. He is Lt. Archie Williams, former University of California track star and member of the 1936 Olympic team.

Well, fellas, there'll be no more excuses for griping about doing sit-ups. The Army's new champ, Lieutenant E. P. Dee, has a record of 4,000 sit-ups in 3 hours, 15 minutes. Lieutenant Dee is athletic director for the 5th Battalion, Drew Field, Florida.

## Former Bombardier And Crew Chief Tells His Experiences

"We got back and weren't supposed to," was the reply Jack G. Evans of Squadron "A" gave when he was asked why he had received the Purple Heart.

That typifies the answers given to this reporter's queries concerning the experiences Sergeant Evans had in the Southwest Pacific. His answers were brief, but they implied an unmentioned background of hardships, comradeship, uneasiness, flying flak, and victory and defeat for the Fifth Army Air Force.

Master-sergeant Jack Evans had been in the air corps through three and a half years, when the catastrophe of the raping of Pearl Harbor took place on December 7, 1941. Ten days later

Sergeant Evans left San Diego, California with his destination, the Southwest Pacific.

For the next year and a half the first master-sergeant to be a member of this detachment covered the Southwest Pacific in 17s and 25s. He mentioned Java, the Philippines, New Guinea, the Celebes and many other countries whose names we can't even pronounce, let alone spell.

During the course of the conversation A/S Evans casually mentioned that one formation sank a Jap cruiser and destroyer. When asked whether he or his plane had anything to do with that, he merely remarked that in such a fight you "don't know what is happening."

We did manage to eke out of him the information that he had one Jap "float" plane to his credit. He tried to explain exactly what sort of a plane that was, and although we had no idea what he was talking about, we nodded our heads and pretended we knew precisely what he meant.

When asked how he liked it here on the "Hill" he replied, "I'll take six months overseas in preference to this." However at that moment he was busily polishing his belt buckle and had just finished attempting to wash some paint off the window with cleanser, so we don't think his opinion was purely unprejudiced. The lingering effects of that first cross-country run also may have had something to do with his answer.

Although A/S Evans has probably been through more harrowing experiences as a crew chief, and bombardier this past year and a half than many of us will see before this war is over he has wanted to become a pilot ever since Pearl Harbor. However it wasn't until this past August that he returned to the United States with the prospect of becoming an aviation pilot.

Oh yes, A/S Evans must have visited Australia occasionally, because last July he married a lovely Australian girl. We were just going to ask some questions about the girls "down under" when we learned of his recent marriage. That was enough of an answer for us.

## Air Student Gives Reasons For Choice

By A/S C. F. FITZWILLIAM

Prior to my enlistment in the United States army I had spent my life in Cleveland, O. I believe I was more fortunate than most fellows because Cleveland has a very large commercial airport. This enabled me to follow the growth of aviation from the trimotor transports to the present-day skyliners. My big problem then was how to get into aviation and not make paupers out of my parents. Everyone can now see that after the war the automobile will be what the horse and buggy is today. The first time the age limit was reduced I tried to persuade my parents to let me enlist, but no soap. Then after Pearl Harbor I again began to point out the advantages of joining the air corps. To me, it is West Point. Of course the requirements are less rigid, but still the discipline and training are all drawn along the same line, and what fellow doesn't dream of going to West Point. There are three different phases of aircrew and each one is as important as the next. Pilot, bombardier and navigator. They're in the greatest army in the world and they fly the fastest and safest ships in the air today. Recently, the air corps has lowered the age limit so all of you young fellows over seventeen had better hop to it because now is your chance. Much of the exclusiveness of a cadet is gone, it is now democratic. The old cadet is gone too. To him the plane was a thing of beauty, roaring and dangerous. To the cadets of today, it is a powerful weapon. Flight training a few years ago was long and leisurely thorough. Cadets were ground slowly, but they were also ground fine. That slowness is gone and it had to go or we never would have caught up in time. The grind is still hard and unrelenting, it must be in order to turn out the finest and toughest fighting men in the world. That's us, fellows, and if you say the word you can be one of them. Well, gents, that's about all I can say now, but if you really want the lowdown, just talk to one of us and we'll be glad to answer any of your questions.—Hi Lites, 36 C. T. D., Geneva College, Beaver Falls, Pa.

## Did You Know?

Yank pilots have reported a Focke-Wulf 190 pilot, who has his plane painted a golden yellow and wears a white scarf under his oxygen mask? Dubbed "enemy number one," this pilot coasts along and, while the other Heinies attack from one side, he comes in from the other in hopes the "Fort" gunners won't see him.

In September "Forts" downed 200 of Hitler's plans? On the debit side we lost 70 heavy bombers.

Second Lt. Robert H. Knapp, of Norwich, N. Y. is believed to have dived his P-47 "Thunderbolt" at close to 840 miles per hour during an airfight over Emden, Germany?

The Axis lost over 6,000 planes in Italy and Africa since November 1, last year?

Allied troops found a completely equipped underground engine factory in Naples, turning out engines for Messerschmitt fighters?

Staff sergeant James F. Jones, tail-gunner on a B-17, fell from his plane a distance of 50 feet and landed unhurt although his parachute did not open?

In 4000 sorties over southern France landing fields, all made by B-26 "Marauders," only 14 planes were lost, 13 by anti-aircraft?

## We Must Stay Physically Fit

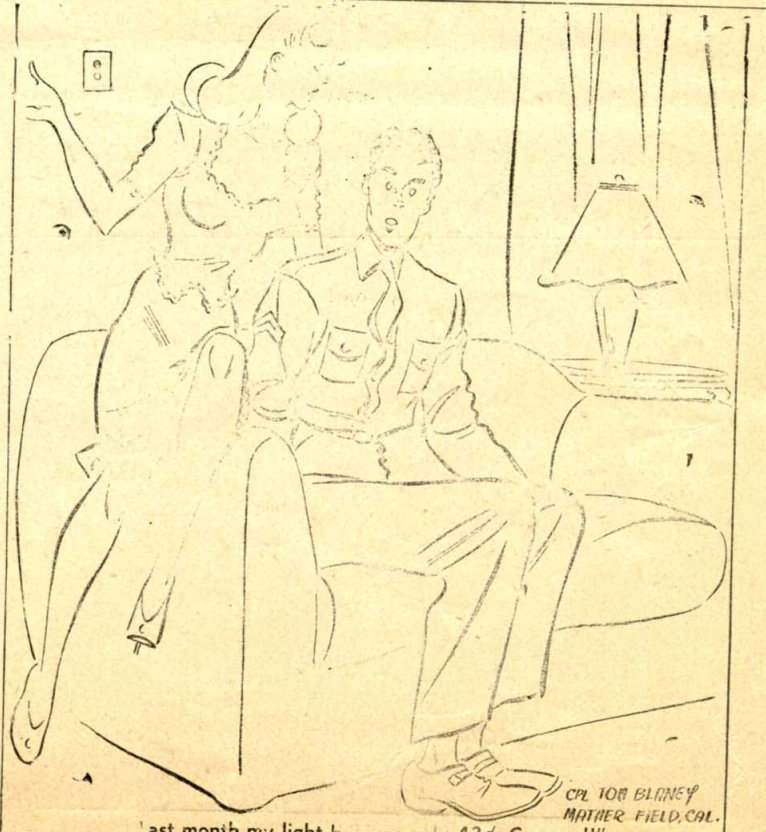
Body resistance, the chief menace of disease, is built up by keeping fit. Physical fitness has become a luxury enjoyed by the small mass of individuals called athletes.

When we were youngsters in the growing stage, the need for exercises never dawned on us. From morning till night that great accumulation of energy was used to wrestle, run, and generally expended through some sort of exercise.

As we grew older and began to mature, having taken our good health as a matter of heredity, we began to grow lax. Only the few who engaged in competitive competition under coached supervision gained this secret of good health.

With the outbreak of the Second World War, the need for men

(Continued on Page Four)



last month my light b... was only 43¢, Corporal!"



## The Wolf

by Sansone

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"He has a wonderful touch, hasn't he?"

## A-S Langlois Is Appointed Student Major

(Continued From Page 1)

## "Squadron "C"

Captain: A/S C. A. Coslick.  
 Second in Command: A/S S. H. Brown.  
 First Sergeant: A/S M. H. Ebaugh.  
 Flight Lieutenant First Flight: A/S D. R. P. Burns.  
 Flight Lieutenant Second Flight: A/S A. Barteau.  
 First Sergeant: A/S H. Broderick.

## Squadron "B"

Captain: A/S Wm. Ticicek.  
 Second in Command: A/S B. B. Sutton.  
 Flight Commander First Flight: A/S E. H. Mandelkern.  
 Flight Lieutenant Second Flight: A/S A. H. McCombs.  
 First Sergeant: A/S H. W. Perry.

## New Color Guard

Sergeant: A/S J. Davis.  
 Sergeant: A/S C. J. Dykman  
 Corporal: A/S L. T. Brown.  
 Corporal: A/S J. D. King.  
 Officers were chosen from "E" and "D" Squadrons last week to take charge of the New "A" Squadron. These men will remain with squadron "A" until they have officers and non-coms appointed from their own ranks. The officers are:  
 Captain: A/S Frederick Fryfogle.  
 Adjutant: A/S Marvin Ebaugh.  
 Lt. First Flight: A/S Richard Yawger.  
 Lt. Second Flight: A/S Lonnie Barnes.  
 1st Sergeant: A/S James Gerard.  
 Sgt. 1st Flight: A/S Samuel

## Saturday Reviews Now Colorful

(Continued From Page One)

ficer, have the squadron officers report front and center, and then comes the passing in review with flight fronts. Finally the commanding officer inspects the squadrons.

However, although the squadrons are dismissed to return to the barracks, the inspection is not quite over. A small matter of a "white glove" standby inspection usually results, as can easily be seen if the bulletin board is inspected Monday when the gig sheets are posted.

The new Saturday reviews have taken a great deal of preparation, but all the persons who witnessed the inspection last Saturday felt that it was well worth the effort.

\*\*\*\*\*  
 \* The Presbyterian Church at \*  
 \* Tenth and State Streets has \*  
 \* graciously opened its Church \*  
 \* Parlors to service men and \*  
 \* their friends from four to six \*  
 \* on Sunday afternoons. \*  
 \* This means that service men \*  
 \* and their families, sweet- \*  
 \* hearts, and friends have a \*  
 \* place to gather during those \*  
 \* otherwise dull hours. Re- \*  
 \* freshments and various games \*  
 \* are provided. \*  
 \*\*\*\*\*

Barrack.

Sgt. 2nd Flight: A/S Earl Wy-  
 song.  
 Guide Sergeant: A/S William  
 Wilber.  
 Corporal: A/S Robert Decker.

## Gripe Boxes!

Put your "gripes" to a constructive use. "Gripe Boxes" are available in the lobbies of both Potter Hall and West Hall. Use them, they are for your own benefit.

## Take Courses At Western

(Continued From Page One)

mainder are classified as basic engineering students.

These men were called to active duty in Apr. and spent seventeen weeks in basic training at Camp Wolters, Texas. Those whose parents live in Bowling Green are living with their parents and the others are living in private homes just off the campus.

Major Dauris C. Carpenter is in command of the 3505th Service Unit, having arrived recently to replace Colonel Gordon R. Catts, who retired. Major Carpenter came from the University of Kentucky where he was the Adjutant of the two Service Units on the Campus.

Captain Roy J. Bell, Jr., is the adjutant of the 3505th Service Unit and has been with the unit since May, 1941. Prior to that he spent two years with the 11th Infantry.

Lt. Carroll M. Eaddy is the instructor of the Basic ROTC students. He has been on the campus about one year. Lt. Eaddy came to Western from the 77th Infantry Division.

Lt. Lowell R. Eryan was sent from the Infantry Officers' Replacement Pool at Camp Wheeler, Georgia, to assist in the training of the 1st Year Advanced Course Trainees who have returned to the campus.

## Western College Entertains Aviation Students At Frolic

As guests of Western, the students of the 321 C. T. D. were entertained on Friday night, October 22nd, by members of the faculty and civilian student body in the Kentucky building.

The big event of the evening was the initial appearance of the C. T. D. dance band under the sponsorship of Lieutenant Allan E. Hadley. After entertaining the guests, the band moved to the lower floor and played for dancing. Mr. Joseph Boyle, vocalist for the band, gave the music added appeal with his melodic singing of several of the popular "top tunes of the day."

The gathering was the first of its kind in the new quarters. The aviation students appreciate the kindness of the sponsors and hope that such informal gatherings may be repeated more frequently in the future.

## We Must Stay Physically Fit

(Continued From Page Three)

in good physical condition to combat our highly trained enemies was greatly stressed. Many of our finest athletes have volunteered their services to making the American soldier proud of his physical condition.

As in civilian life, too few of our soldiers took this phase of training seriously. If it could be put across to him the vital part physical fitness and good muscular coordination will play in determining whether he or the enemy will return home when the last shot is fired, then, I believe, the training would not be taken so lightly.

This especially applies to the aviator, whose physical condition must also be superior to the forces that mother nature has working against him.

"A sound body houses an alert mind," and if ever a man needed both these qualities it is when he is flying.

Remember this men, calisthenics and games are not given just to pass another hour away, therefore, they shouldn't be taken with the idea that "anyway they are better than drilling."

Many men who have shirked this obligation to themselves may never have the opportunity to do so again. The idea behind this training is to bring you through the conflict safely and in as good, if not better physical condition, than when you entered, so that you may better be able to earn your livelihood as an upstanding citizen of our great land.

## Lt. Alfred Collins Returns To Post

(Continued From Page One)

will be returned to the squadron captain, who will in turn hand it in to the office. There it will remain until the man is again eligible for open post.

New songs will be learned. No longer will the big three (Army Air Corps, I've Got Sixpence, and Spirit of the Air Corps) reign supreme. As an indication of this, Lt. Collins introduced a new song last Thursday evening. More will be introduced in the future.

These are a few of the ideas of our Plans and Training Officer. This is only the beginning. The ideas will continue to come until this is the best College Training Detachment in the country.

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## Wacs Are Doing Fine Job; We Need Many More In A. A. F.

The start of the campaign to recruit 46,000 WACs for the Army Air Forces has begun. It is the DUTY of every man and woman now in the AAF to assist in this campaign.

To assist, one does not mean anyone is expected to go out and ring doorbells or hand out recruiting pamphlets on the street corners. It DOES mean that every one should learn the facts about the Women's Army Corps and pass the information on to his family and his friends, both male and female.

Lack of knowledge of the WACs and what they are doing has critically hampered the United States in prosecution of the war. It is no secret that WAC enlistments have been disappointing thus far, meaning that thousands and thousands of men needed at the front must stay behind doing non-combat work. It is no secret that the attitude of the public, and too often of army people, toward the WAC has been uncomplimentary, if not, worse. And it is no secret that this attitude has been a principal cause for the poor results of recruiting.

But as soon as the FACTS are known, the attitude always changes. During the early months of their existence the WACs were greeted with doubt when they arrived on a new post. It has never taken long for the doubt to turn to admiration.

The WACs are doing men's work and doing it well. Commanding Officers who have been dubious about their value are now demanding more and more WACs.

In his recent biennial report to the Secretary of War, General Marshall declared the WACs "have fulfilled their duties in an efficient and business-like manner and have been a definite asset to the army." He did not dignify the anti-WAC whispering campaign by referring to it directly, but he emphasized the high character of the Corps and noted the growing demand for their services throughout the country.

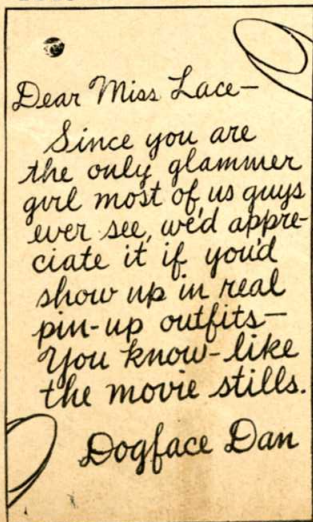
Refute the gossips by quoting the Chief of Staff. Let the folks back home know the splendid job that WACs are doing.

Anyone who keeps a woman from the WACs keeps a soldier from the firing line. If that is not sabotage, it's close enough to suit Hitler.

BUY WAR BONDS  
 EVERY PAY DAY

## Male Call

by Milton Caniff, creator of "Terry and the Pirates"



## There's A War On, Don't Be A No Show